

**ABSTRACT OF THE DISCLOSURE**

Method of controlling the vehicle handling of vehicles having a controllable longitudinal clutch and/or a controllable main-axle lateral lock in the case of all-wheel systems and a controllable lateral lock in the case of vehicles with a single-axle operation wherein at least the driving speed ( $v$ ), the lateral acceleration ( $a_q$ ) and the actual steering angle ( $LW(act)$ ) are detected. From the filed characteristic diagram, which extends along the driving speed ( $v$ ) and the lateral acceleration ( $a_q$ ), the pertaining steering angle ( $LW(KF)$ ) is determined for the respective driving speed ( $v$ ) and the lateral acceleration ( $a_q$ ) and is then compared with the actual steering angle ( $LW(act)$ ). If the two steering angles deviate from one another by at least a definable amount, the lateral acceleration is adapted by changing the locking torque for a stable vehicle handling.